K2 Bike 2003 Setup

Razorback 3.0
Razorback 4.0
Razorback Team
Razorback SL

Choose The Right Air Pressure

1.To get the best performance from your K2 Razorback, it is necessary to adjust the suspension. The first step is to set up the bike with the correct air pressure.

2.The Spring Rate Chart as shown below is a good guide line to get the correct air pressure. Note: Due too a running change on the shock the spring rate chart on the chainstay is not accurate, see fig 1.

3.The proper air pressure is a personal preference and varies upon your weight and riding style. It may take several rides to determine the optimal air pressure.

4.The valve closest to the bike is the air spring valve, Fig 2. The valve that is located near the red rebound adjuster is a bleed valve and should always be set to 0 Psi.

rider weight in lbs	rider weight in kg	Air Pressure in in/lbs
110	50	110
130	60	130
150	68	150
170	77	170
190	86	190
210	95	210



Fig 1



Fig 2

Rebound Adjustment

•All K2 Razorbacks have a shock with rebound adjustment.

•Rebound damping is adjusted by the red rebound adjuster knob.

• Rebound damping controls the speed at which the shock returns to its original position after the shock is compressed.

•The shock has 12 clicks of adjustment from fully closed. Turning the knob clockwise will cause the rebound to be slower.

•The proper rebound setting is a personal preference and varies upon your weight and riding style.

•Experts agree that rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If rebound is set too slow, the suspension will not have the time to extend before hitting the next bump

• Note: When the red rebound wheel is advanced to positions towards full in, or full clock-wise, the blue lock-out lever will feel slack or such that minimal or no force is applied by the adjuster rod. This is not a functional fault

Lockout Lever

1.All Razorbacks come with a shock that has a lockout lever.

2.The purpose of the lockout lever is to eliminate suspension movement when desired by the rider.

3.The shock comes with a safety blow-off valve. If the bump force on the rear wheel is high enough the blow-off valve will open and the shock will compress.

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Geometry adjustment

The 2003 Razorback comes with a shock with integrated shock mount, Fig 1. The shock mount has two positions, which allow for a different geometry. This feature allows the rider to fine-tune the riding characteristics of the Razorback to his or her preferences.
The effect on the Geometry can be found on the geometry chart on the non-drive side of the chainstay, or you can refer to Fig 2

Other Useful Resources

www.foxracingshox.com



Fig 1

	Fork Travel 3"/76mm	Fork Travel 4"/100mm
Head Angle Position A	71.8°	71.0°
Head Angle Position B	72.6°	71.8°

Fig 2

